

FIG. 1

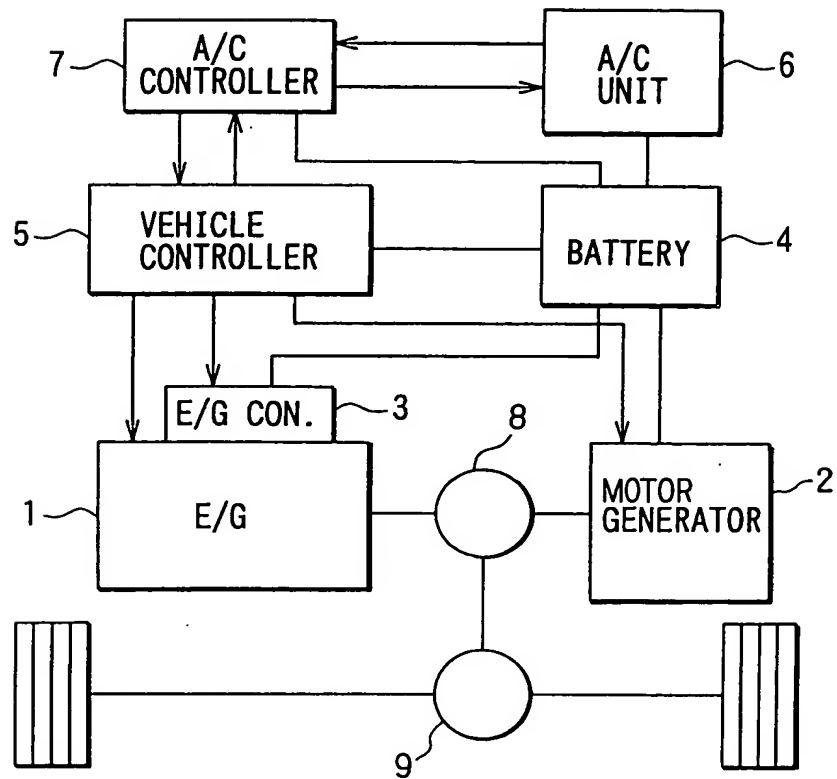


FIG. 2

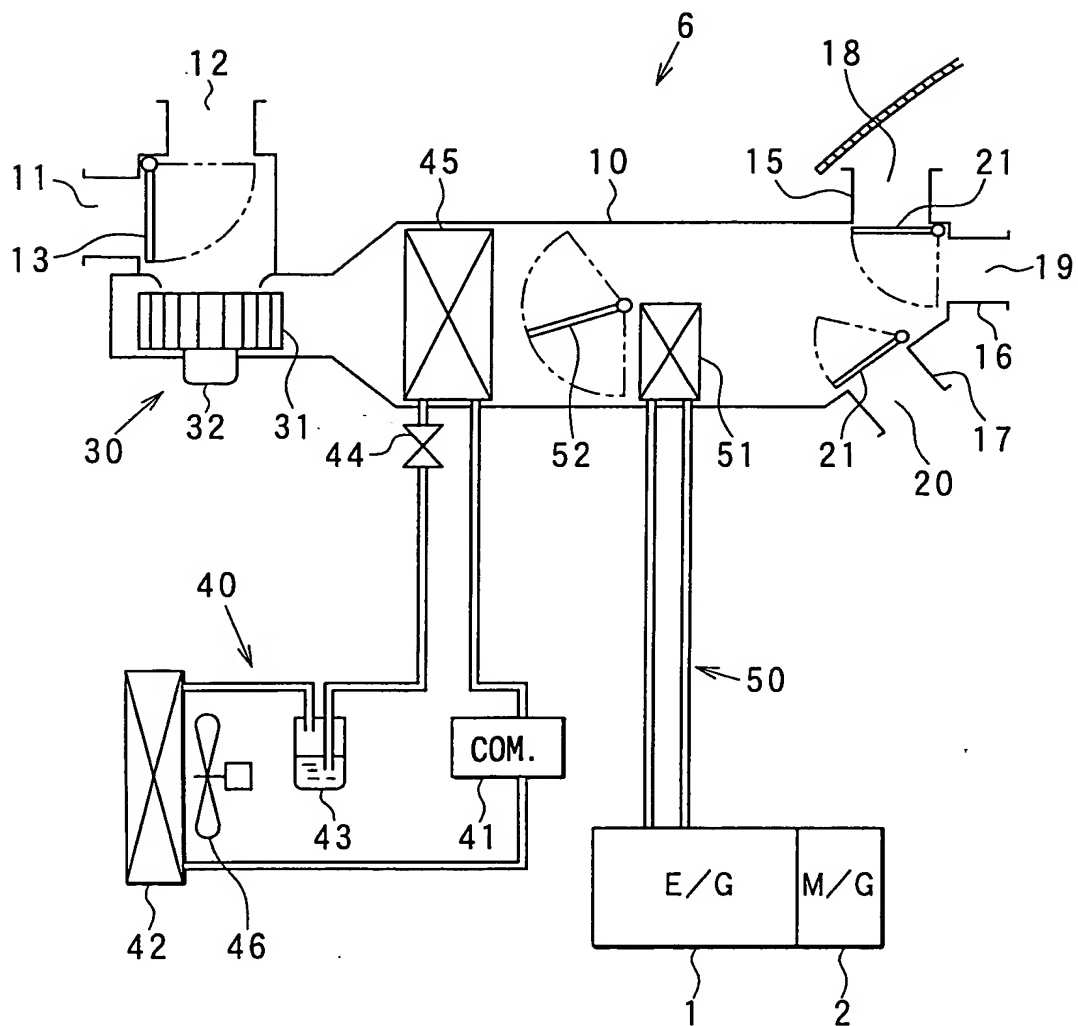


FIG. 3

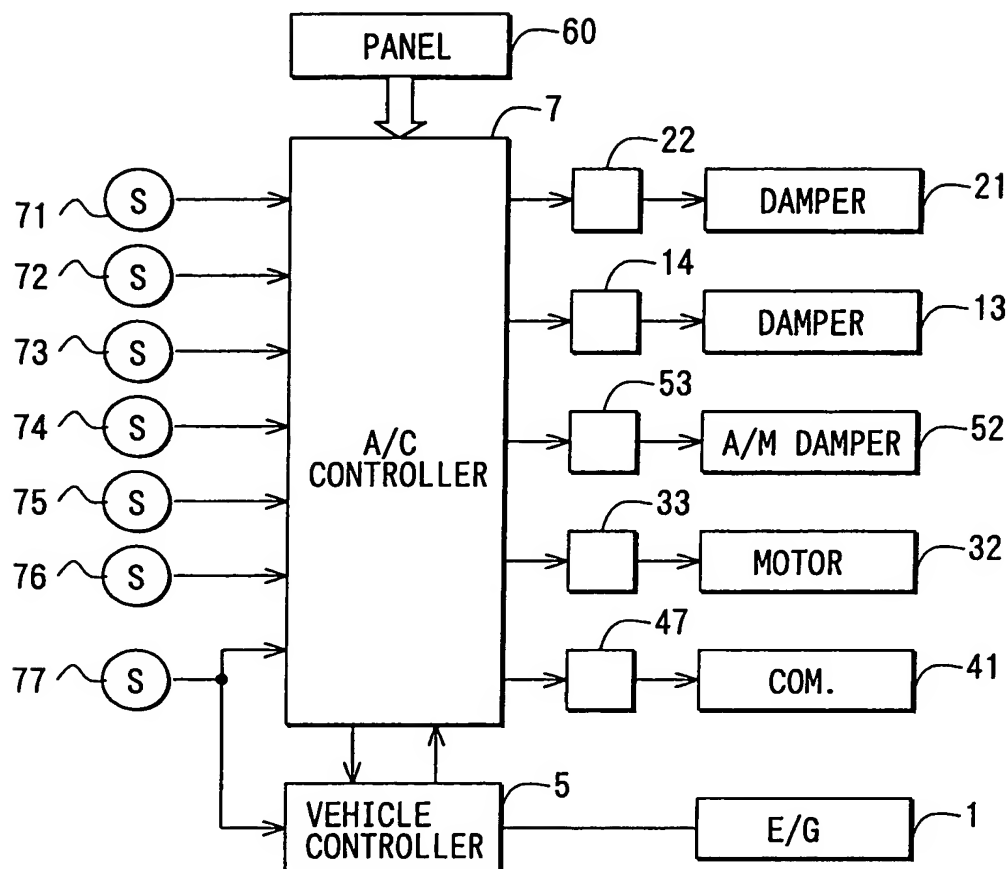


FIG. 4

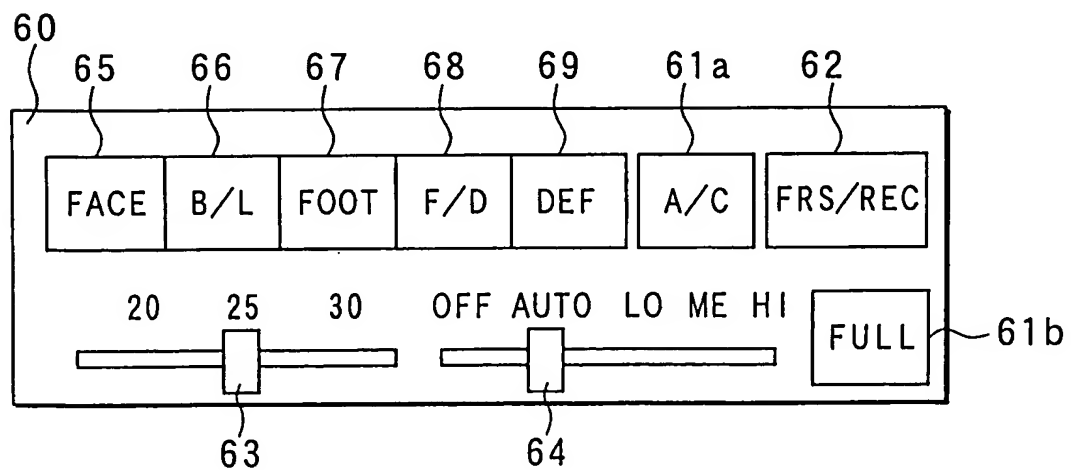


FIG. 5

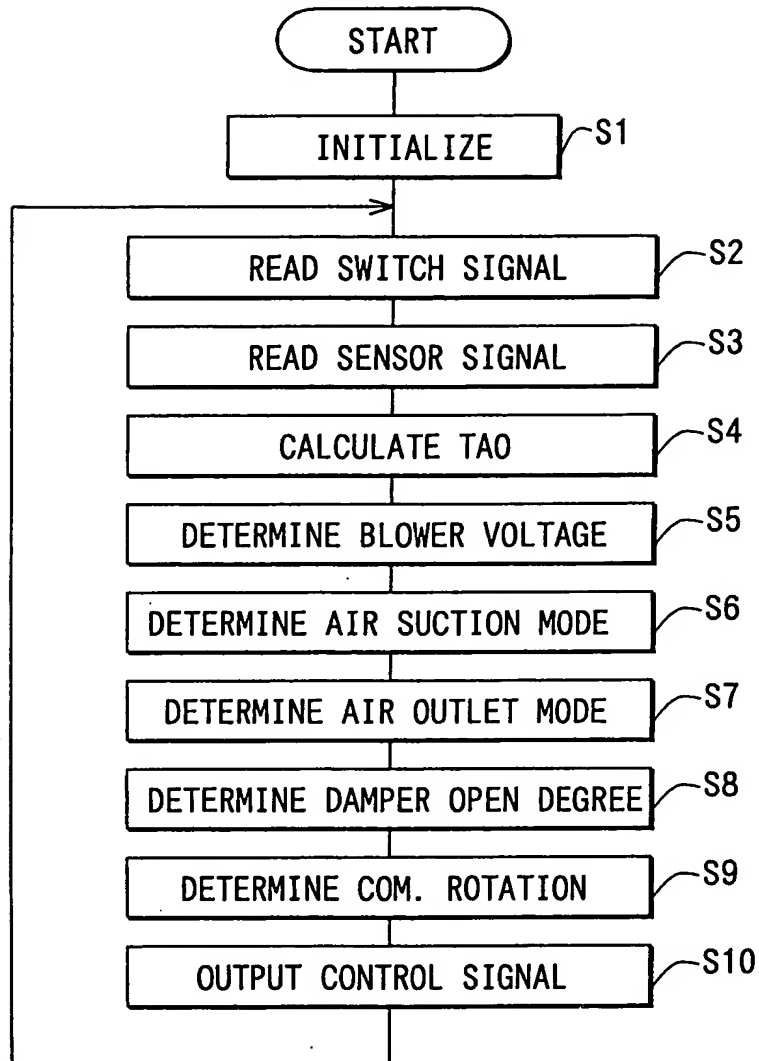
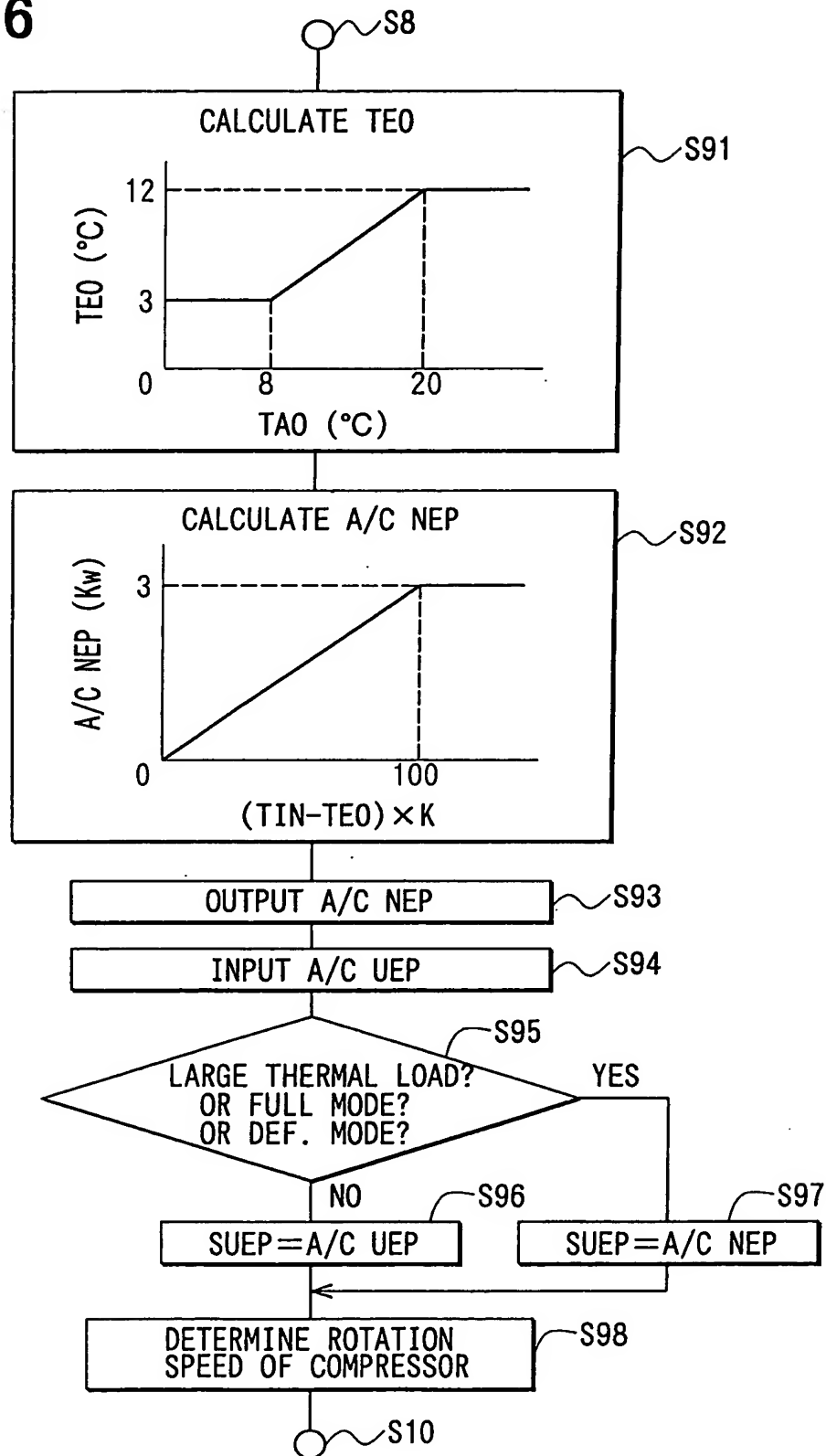


FIG. 6



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graph TD
    START([START]) --> S800[INITIALIZE]
    S800 --> S801[INPUT VEHICLE SPEED,  
CHANGING STATE,  
E/G STATE, A/C NEP]
    S801 --> S802
    subgraph S802 [CALCULATE A/C UEP]
        direction TB
        A_C_UEP[A/C UEP]
        A_C_UEP --> GRAPH[GRAPH]
        GRAPH --> S804
    end
    S802 --> S804[OUTPUT A/C UEP]
    S804 --> S805[OUTPUT ENGINE CONTROL SIGNAL]
    S805 --> S801

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The flowchart illustrates the process for calculating the A/C UEP. It begins with a 'START' terminal, followed by an 'INITIALIZE' step (S800). The main loop starts with 'INPUT VEHICLE SPEED, CHANGING STATE, E/G STATE, A/C NEP' (S801). This leads to a large rectangular block (S802) titled 'CALCULATE A/C UEP'. Inside this block, a graph shows the relationship between 'ENGINE ROTATION SPEED (×1000r/min)' on the x-axis and 'A/C UEP' on the y-axis. The x-axis has tick marks at 0, 1, 2, and 3. The y-axis has a 'HIGH' label with an upward arrow. The graph shows a horizontal line at a low level from 0 to 1, followed by a diagonal line rising to a higher level between 1 and 2, and then a horizontal line at that higher level from 2 to 3. Below the graph, the steps 'OUTPUT A/C UEP' (S804) and 'OUTPUT ENGINE CONTROL SIGNAL' (S805) are shown. A feedback line connects the output of S805 back to the input of S801.

FIG. 8

